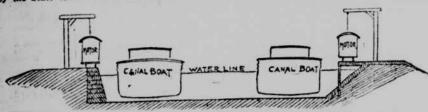
Opinions differ regarding the economy and practicability of towing canalboats by a motor running on the towpath; but the system has some merits, and is likely to receive attention from experts this winter. One plan of this sort is brought forward by T. D. Davis, of Syracuse, a man of long practice of such an accident at the power-house as would stop the current which runs the motors, the tical experience with such questions and winner of supply of electricity for the heaters would also one of the prizes awarded twenty years or so ago by the State of New-York for a steam canalboat. but the cars would become cold. However, such

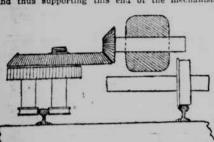
needless room, requires noisy attention, unequally SELECTIONS FROM THE MAIL. needess room, requires noisy attention, and emits noxious fumes. On the other, it is asserted (with truth, no doubt,) that electric heating is more costly, although an advocate of this plan declares in "The Electrical World" that the daily expense per car, with coal, is 15½ cents, and with elec-tricity not over 25. Advocates of the stove say, further, that passengers experience a certain be cut off. Not only would travel be paralyzed,



its power from an overhead trolley wire, not weighing over two or three tons. Instead of taking hold of the track merely by adhesion (in which ase greater weight would be required), his motor imploys a gripping device, shown in one of our liagrams. This is applied to only one rail, that nearest the water, and consists of three small horizontal wheels, one on one side of the rail and two on the other. The one is adjustable in the same manner as in a tire-bending machine, where a similar combination is used, and the motorman, by turning a screw, can tighten the grip to any degree. The three wheels are driven at ame speed by gearing on the under side of the notor. The whole mechanism is housed, to pro-

ct the motorman from the weather. A towline, such as is now in use, would be emloyed. But this, instead of scraping along over eks and stones and rough ground, and thus rapidly wearing out, would slip along, with almost friction, over the smooth upper surface of the

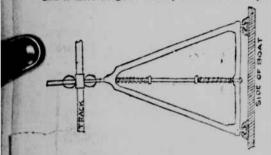
steel rail on the water's ed... To steer the boat, Mr. Day, has designed special apparatus, illustrated herewith. A triangular wooden frame is attached to the side of the boat near the bow, and another one fike it is similarly fixed near the stern. This device reaches out horintally about four feet, and there rests on one of the rails of the track on which the motor runs. the apex of the triangle, where the frame aches the rail, there are three small wheels-two rizontal ones, one each side of the rail, and one vertical, the last running on the top of the rall and thus supporting this end of the mechanism.



As will readily be seen, the frame is both a fende and a coupling, and a pair of them regulate the distance of the whole boat from the bank. apparatus is hinged at the base, and may be lifted outer end to the boat, when the latter enters a cion was never verified. The particular grains found

screw propeller is used the "slip" of the wheel in-volves a loss of power amounting to from 52 to 63 cent; and this factor in shallow water like that of a canal might, in his opinion, reach even 70 or 75 per cent. Hence, it he be right, it is werful enough to tow four or five boats, one behind another; and if at any time the machine rives out, the next one that comes along can pick up part of the tow and push the disabled engine d of it until a siding or repair shop is reached. This is, perhaps, another advantage over a motor

on board the boat itself. Of course, canalboats will go in both directions under this system, as now; and as between a double track on the towpath and a single track on both ides. Mr. Davin is disposed to favor the latter, although he is not strenuous on this point. The berme bank is not faced up so abruptly on the inside, and is more irregular in shape on its outer slope



than the towpath, and some little work would need to be bestowed upon it to fit it for a track-even such a narrow-gauge affair as Mr. Davis contem-

Should the berme pank be thus utilized, the fender-steering appliance will make another pro-vision necessary, or at least desirable. It is suggested that at places where a boat is likely to stop often, to load or unload, a bridge pler be built in the canal about one-third of the distance out from one bank, and a storehouse be partially supported thereon. The remaining support would be afforded by the bank. The stationary boat, then, would lie on the outside of the pier, in mid-stream, while discharging; and any passing boat or boats on that side of the canal would go under the store-house, as under a bridge, without obstruction.

By mule-power it usually takes a loaded canatboat ten dars to go from Buffalo to the Hudsor River; and it goes back light in from six to eight. This is equal to one and forty-four one-hundredths the other. With this motor, Mr. Davis thinks that a boat can make three miles an hour easily when loaded, and three and a half when light; and he also asserts that the cost would be reduced, while the speed would be increased. There are some of his cost per day \$768; 1,124 motormen (of whom 124 are extra hands), at \$50 a month, would cost \$1,-873.34 a day; total, \$2.641.34, which, if assessed on 2,006 boats, would make \$1.32 per boat dally, or steam power (if the electricity is generated in that way), \$2 30 per 1,000. This is said to be a saving of

track gripped by the motor) is put by the same authority at \$3,000,000; electric plant. Including 500 fifty-horse-power motors, and poles and wires, \$1,000,000; contingencies, \$1,000,000. Nothing is said here about building up the berme bank properly. However fast a boat travels, though, the efficiency of the canal depends on the locks. In locks of such length as to take two boats through at once, it is estimated by Mr. Davis, only 110 boats can now get through in twenty-four hours. He proposes two expedients for improving upon this situation. First, he would have the boats, or tows of boats, leave the of the Erie Canal on schedule time, say halfhourly, or at other regular intervals, to prevent congestion at any one lock. And second, he has de-vised electric apparatus for quickening the service

of the locks almost 100 per cent, and permitting, he believes, 200 boats to pass in twenty-four hours.

ELECTRICITY FOR HEATING STREET CARS.

of coal stoves and electric heaters for trolley cars is now being conducted in the pages of the scientific weeklies. On the one hand, it is urged

Mr. Davis proposes to employ a motor getting occasions are exceedingly rare, and hardly consideration in this connection.

DIAMONDS IN A METEORITE. FURTHER TESTS TO DETERMINE THEIR GENUINE

When the first announcement was made a little over two years ago that small diamonds had been found in a mass of meteoric iron picked up in the Caynon Diablo, Arizona, it was received with some skepticism. The tests made, early in 1891, with these particles employed acids, against which the alleged diamonds were proof, and abrasion with corundum. This latter substance, one form of which is emery and another the sapphire, was then the hardest known to science, with the exception of the diamond itself; and corundum was as easily scratched by the minute points hidden away in the Canyon Diablo meteorite as gypsum is with a knife.

A number of other experiments were tried by various experts; and finally Mr. George F. Kunz, associated with Tiffany & Co., of New-York City, suggested that if enough of the wonderful grains could be procured for that purpose, it might be well to try to polish a diamond therewith. In the letter, number of "The American Journal of Scipticty number of "The American Journal of Scipticty number of the American Journal of Scipticty number of the Canyon Diable and therewith. In the letter, number of "The American Journal of Scipticty number of the collectors in the Linted States Foundation of the Canyon Diable and the collectors of any duty. In order to accomplish the collector of interest proposed in the Canyon of the world as money, and are received in the say-ling that attention which the committee did not give to them:

"That patients which the committee did not he first that attention which the committee in many parts of the world as money, and are received in the say-ling that attention which the committee it many parts of the world as money, and are received in the say-ling than the attention which the committee it many parts of the world as money, and are received in the say-ling to them:

"That attention which the committee it is many parts of the world as money; and are received in the say-ling than the attention which the committee in many parts of the world as money; and are receive

latest number of "The American Journal of Science" Mr. Kunz (in co-operation with Dr. Oliver W. Huntington) describes this attempt, which was made at Chicago during the closing days of the Fair. A rough diamond, lent by Messrs. Tiffany & Co., was tried first upon a clean, new wheel, making 2,500 revolutions a minute; and at the end of five minutes it had not been scratched. Upon the of the particles whose character he desired to ascertain, with oil; and the instant the diamond was freshly applied, a hissing and grinding sound was heard. In three minutes a face had been cut and polished on the diamond. A smaller crystal was similarly tried afterward with the same re-sult. A new substance called carborundum having been discovered (or invented) in the last year, this was now tried upon a stone known to be a live like in Congress on be ment. diamond. Not only did it fail to affect the jewel. proven that the mysterious particles were fully as they were, indeed, black diamonds themselves re ceived corroboration.

This is the first instance of the kind on rec

tance of the whole boat from the bank. This is the first instance of the kind on resonance of the kind of the kind of the cion was never verified. The particular grains found in the mass from Canyon Diablo were too small to possess a commercial value, and their quality, too, was not what a jeweller would demand. Nor is it likely that the market will ever be supplied from similar sources. What renders the Canyon Diablo discovery of the most interest, therefore, is the fact that Nature, outside the limits of this planet has been working as the French chemist, Moissan, the labout a year ago, crystallizing into diamonds. cheaper to haul with a traction motor than to push with mechanism in the boat. Further, he believes that such a motor as he has in view should carbon which had first been absorbed by superheated iron. It may not be many years before jewels far superior to either of these products and

TAKING OUT A PATENT.

HINTS TO INVENTORS WHO SERIOUSLY THINK OF DOING SO.

Persons who are likely to apply for a patent would do well to cut out and preserve the follow-

ng instructions; ington, D. C., requesting a copy of the "Rules of Practice," which he will send free. Then carefully

second Government fee of 329 must be paid.

(3) Some people are able to prepare their own papers and drawings properly; but those who are not consult a lawyer and employ a draughtsman. Patent lawyers' charges vary according to the importance of the case; but they seldom ask less than \$29 or \$29, and sometimes more, besides the cost of the drawings.

(A) I are investor is atraid that same one will

(i) If an inventor is afraid that some one will steal his idea before he can put it in shape, he can protect himself in two ways. First, he can make out a paper called a "Caveat," and send to the out a paper called a "Caveat," and send to the Commissioner of Patents. This document briefly describes his invention, and declares that he has not yet perfected it. It will be good for a year, if no one else has gotten ahead of him; and it may be renewed for another year. The caveat is described on pages 52 and 53 of "Rules of Practice," and a specimen caveat is given further along in that publication. A fee of \$10 must be paid to Uncle Sam for each year a caveat is in force. Another way to guard one's rights is to tell a trusty friend about the exact nature of the protrusty friend about the exact nature of the pro-posed invention, and have that friend make a record of the date, so that, if necessary, he can swear to it, and thus prove priority of invention, if some one else wrongfully claims the credit.

This plan is as good as the other.

(a) Some inventors take the precaution to have an expert in Washington search the Patent Office to discover whether anybody has already patents.

tween 12 and 45.

(6) If a person cannot easily raise the money to pay the Government and his attorney, he can sometimes sell a quarter or a half of his right to \$13.20 for a ten-day round-trip. This gives \$1.65 for a manufacturer or other person for enough to 1,000 bushels of grain, or, adding in the cost of cover the necessary outlay. In order to perfect the invention, some expense for material and experiment is often incurred; and this, perhaps, can The cost of a rail track, laid in good style, with | facturer is willing to advance a cent for this pur-The cost of a rail track, laid in good style, with pose, the inventor may well doubt the value of his control by the rectary is rut by the same and the control is rut by the control is rut by the same and the control is rut by

Incidentally, it may be mentioned that Mr. Davis has also thought out a scheme for trans-shipping grain brought from Buffalo to Troy, in special basins at the latter place, to large barges instead of having the canalboats go down to New-York. This he regards more economical to the boatmen.

Whatever be the merits of this or of any other towage scheme, certain it is that the idea of using electricity for propelling canabboats is receiving increasing attention. It will not only be considered this winter at Albany in connection with the Erie and Oswego canals, but the management of several others, partly or entirely, outside of New-York Biate, are also seriously thinking about it. Rumor says that the Chesapeake and Orlo, Delaware and Hudson, Lehigh Navigation Company and Schuyi-kill Navigation Company meditate an adoption of electric power before long.

"Aristocracy," which is to be presented at the Amphion every night this week and at three mathness, beginning with a matinee to-morrow, is the latest play from the pen of Bronson Howard, author of "Shenandoah," "The Henrietta," "The Banker's Daughter," and a number of other American play from the pen of Bronson Howard, author of "Shenandoah," "The Henrietta," "The Banker's Daughter," and a number of other American play from the pen of Bronson Howard, author of "Shenandoah," "The Henrietta," "The Banker's Daughter," and a number of other American plays from the pen of Bronson Howard, author of "Shenandoah," "The Henrietta," "The Banker's Daughter," and a number of other American plays from the pen of Bronson Howard, author of "Shenandoah," "The Henrietta," "The Banker's Daughter," and a number of other American plays from the pen of Bronson Howard, author of "Shenandoah," "The Henrietta," "The Banker's Daughter," and a number of other American plays it will be presented with the original seenery, stage embellishments, costumes, etc., that the least play from the pen of Shenandoah," "The Henrietta," "The Banker's Daughter," and a number of other American plays it wil

An animated discussion of the relative merits of coal stoves and electric heaters for trolley are is now being conducted in the pages of the cleatific weeklies. On the one hand, it is urged that the former provision against cold takes up

TROUBLES OF STAMP COLLECTORS. THEY WANT THEIR WARES PUT ON THE FREE

LIST. Sir: Among other walls of discontent over the provisions of the Wilson tariff bill now comes one from a comparatively "new public," the stamp collectors of the United States, who, it is said, number one million and probably more. Under the Treasstage stamps imported into this country are stamps for many of the Governments of the world, rularly those of South and Central America, this indiscriminate 25 per cent ad valorem tax appears a strange one. Books printed and bound here and shipped abroad may be returned free of duty, but stamps made here, sold elsewhere, used and cancelled elsewhere, must pay 25 per cent ad va-

Dealers in and collectors of postage stamps were in high hopes last summer of something being done ning and providing for them. With a view to

but it was itself scratched thereby. Thus it was HOW CABLE ROAD DELAYS ARE CAUSED. hard as the diamond, and the other evidence that AN ENGINEER THINES THE COMPANY HAS NOT PULFILLED THE CONDITION! IM-

POSED PRON IT.

cent more for rolling them than they do in Eng-land. You must add to this the difference in or nature, unless we further reduce wages, the new tarm belt wages and transportation being about 2) per cent more than we are protected in the bill.

COMPARISON OF WAGES PAID	1 N M	11.1.8	
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*Engineer does firms in England.			

GOOD DRAMATIC CRITICISM.

To the Editor of The Tribune.

Str. The criticism of Mr. Irving and Miss Terry, with the fine analysis of the play of "Henry the VIIIth," in to-day's paper, I, for one, feel profoundly indebted for, and am not willing to keep

be placed in the sides and ends near the top of the car body. Whenever the arain stops between stations the express messenger can at once close all doors and ventilators, and when the car is not in use and lying in stations it should also be locked. In such a car the messenger, with a due supply of food, could stand a long siege.

Ithaca, N. Y., Dec. 8, 1833.

G. W. H.

A MUSICAL ABOMINATION.

AN AMERICAN HYMN SUNG IN A FOREIGN TUNE. To the Editor of the Tribune The fact that the exercises attending the recent unveiling of the statue to Nathan Hale were marked by the singing of the English national air. "God Save the King," although to Dr. Smith's well-known hymn, "My Country 'Tis of Thee," has called forth adverse criticism in several quar-ters, and it would seem deservedly so. Such singing, on such an occasion, seems most incongruous from any point of view. Here was one put to death pting to serve his country in the precise way he did, and under most cruel and unusual cir-cumstances—being denied the offices of religion and any communication with the outside world, even to the destruction of his letters of farewell, containing his messages of love-and the national air of those who put him to death was sung at the unveiling of his statue. The incongruous can scarcely

distinctively American hymn; rather so much the worse, for why should an American hymn be wedded to English music, and the English national in the English time this anomaly we have to the state of the state of

IT IS WORTH NOTHING UNTIL LABOR IS EX-PENDED UPON IT.

To the Editor of The Tribune. Sir: What a "hue and cry" "our friends, the market value attached to them it is solely on account of prospective labor which may be expended his raw material, and the ore when landed on the surface of the earth is his finished product. So is the smelter or the pig-fron manufacturer, the on the surface is his raw material, while pig is his finished product. Then the pig iron is raw material for the rolling-mill or the manufacturer of har iron, while har iron is his finished net, which in its turn becomes raw material he blacksmith for his horseshoes or other article which may be desired. This can be followed as the successive transformations alternately from ington, D. C., requesting a copy of the "Rules of Practice," which he will send free. Then carefully read from page 9 to page 17, about the articles which may be patented, and the form of application and drawings. In another part of the pamerical in England. Cotton the special control of the pamerical for the succeeding artist. So with lumber, the free in the free

the sine qua non in producing even 55 cents' worth of iron ore, from which more labor may be developed 55.50 worth of bar iron, 50 worth of bar iron, 50 worth of bar iron, 50 worth of fine needes, £3.80 worth of ballet and fine needes fine needes, £3.80 worth of ballet and fine needes fine the watchspring manufacturers? Then again, why shall raw material, even at its first appearance above ground, be an exception to the rule of protection of our industries? If the wages paid to the wages paid in this country. England will have that advantage every time, and their ore will be used to the exclusion of our own, our mines will remain undeveloped, and our laborers remain by developed, and our laborers remain tille along that line. And the same principle will extend through every grade of raw material co-called and the fin-ished product or manufactured article.

the cost of a manufactured article to make a difthe cost of a manufactured article to make a difhave seen, is worth nothing, and will so remain as long as it is raw material. But the first movement made by labor to obtain the made by labor to obtain that raw material, even the first blow of the pick to dig it up, causes it to appreciate, and it appreciates only in proportion to the amount and the quality of the labor which may be bestowed. If this, as I think, underlying principle can be fully appreciated and enter into our common thoughts on this subject, the fact that the price of labor in this country is anywhere from 50 be found to be the key to all consideration of tariff | Her original method not only tends to the cultivation be found to be the key to all consideration of tariff and its necessity, and true. The analysis of Wokey's character is masteriy. I have inserted it in my copy of the play. I' HYATT SMITH.

Cambridge, Mass., Dec. 5, 1893. have been made in this country, and this principle

be met in the same way. If no lawyer or many and did then the soft in the same way the same way. If no lawyer or many and did then the soft in the same way that is a same way that the pattern of the same way the same way that the same way to be same way to b

cost of transportation on the Eric Canal, and especially those who are carried away with establishing electricity to propel canalboats, I wish to say that the cost of fuel and engineers to move freight by steam power on the Eric-Hudson waterway is only a fraction over a guarter of one will way is only a fraction over a quarter of one mill

per ton per mile. The talk of moving boats by electricity faster than we are moving them by steam power is absurd to those familiar with the matter, for the steamers often tow the conserts so fast that they absurd to those familiar with the mater, but steamers often tow the consorts so fast that they strike the bottom of the canal. A few years ago the people were humbugged and misled by the Belgian cable system for towing canalhoats. The Belgian cable system for towing canalhoats. The company advertised to tow ten boats six miles per hour, but a trial proved that the cable boat could not get around the short bends in the canal could not get around the short bends in the canal to emphasize in this letter is that if electricity is established for towing boats on the Eric Canal it established for towing boats on the Eric Canal it important item in favor of steam power has just important item in favor of steam power has just occurred to me. The trolley system will only be of use in the Eric Canal; it cannot be utilized to bring some the Hudson River. The present rate for towing a boat load of grain from West Troy by towing companies to New-York is \$28, or \$112 for four boats, while a steam canalboat brings its three consorts down the river at one-quarter of the latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum. Right here is a saving of \$40 on each latter sum.

New-York, Dec. 11, 1893.

RIVERSIDE PARK IMPROVEMENT. THE ORIGINAL PLANS SHOULD BE CARRIED

OUT AND FUNDS SHOULD BE PROVIDED. the Editor of The Tribune.

Sir: The resolution adopted yesterday by the Park Board approving the plan for extending the western boundary of Riverside Park to the bulk-head line of the Hudson River, as established by the laws of 1868, coming no soon after your suggestions. pride, and is a tribute to the influence of The Tribune. According to your article on Sunday the Park Commissioners approved the suggestions look-Ing toward the improvement, but pleaded lack of funds as the only reason for not moving in the matter. The project is an old one over twenty-five years. The good faith of the city is pleaded to the carrying out of the plans. The city has grown around it in that time. There has been collected a great many times over in increased taxes, provement. Money can be found to expend lavishly in the Annexed District for parks that cannot be utilized for generations, by any considerable number of people without waste of money and time.

the total the way destined to become the best part of the town on account of the proximity of the parks. The taxes have been increased enormously by this improvement, and when it is proposed that the city shell kep its faith to the property owners, by doing which its income will be largely increased, it seems what is called "fooling" to be told there are no funds for the purpose.

The city has funds for a speedway or for other projects. There surely must be some way to get funds simply to care for and improve a property already acquired. There are numbers of individuals within fifty miles of the city who spend more each year on their country places than would be required to improve the Riverside Park property. It will not cost much to remove the "squatters," with their attendant filth, the bath-houses and the accumulation of old railroad ites. Grass will grow of itself, if an opportunity is given.

New-York, Dec. 20, 1833.

HE WANTS A BETTER JURY SYSTEM. To the Editor of The Tribune. Sir: The illness of the juror in the Meyer case emphasizes the unreasonableness of requiring twelve men to agree in a verdict. Where outside of a jury room do we expect such unanimity? There isn't any common sense in the clumsy device AN EX-J ROR. Let's aboilsh it. New-York, Dec. 19, 1833.

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every grade of raw material oso-called) and the finished product or manufactured article.

Following out the lines of thought which may be suggested by the foregoing I have come to this conception. That there is no the content of t

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to steamer. Steerage at low rates.

From pier adjoining Penna. R. Jersey City.

FRIESLAND. Wednesday, Dec. 27, 8:30 4.

First cabin, \$50 and upward. Second cabin to Antwerp.

33. Steerage at low rates.

INTERNATIONAL NAVIGATION COMPANY, 6 BOWLING GREEN. NORTH GERMAN LLOYD S. S. CO.

A -NORTH GERMAN LLOYD S. S. CO.

SHORT ROUTE TO LONDON.

NEW-YORK SOUTHAMPTON, BREMEN.
PAST EXPRESS STEAMERS.
First Cabin, \$70 and upward. Second Cabin, \$45 and \$50.
Aller, Tues., Inc. 26, noon. Ems. Tues., Jan. 30, 1 p. m.
Ems. Tues., Jan. 2 p. m. Werra, Sat., 52, 50, 6 a. m.
Wermar, Tues., Jan. 8, noon Ems. Tues., Feb. 50, 6 a. m.
Wermar, Tues., Jan. 18, noon Trav., Tues., Feb. 13, 11 a. m.
Saale. Tues., Jan. 18, noon Trav., Tues., Feb. 13, 11 a. m.
MEDITERHANIA GENOA. Peb. 20, 9 a. m.
MEDITERHANIA GENOA. Naples.
Werra. ... bec. 30 Fulda. Jan. 27 Kaiper. ... March 17
Kaiser. ... Jan. 6 Kaiser. Feb. 19 Werra. ... March 17
Kaiser. ... Jan. 6 Kaiser. Feb. 17 Fulda. ... April 7
Fulda. ... Spec. of the North German
Lloyd S. S. Co., Tues., ann. 6, and Sat., Feb. 17, from
New-York to Genoa. Will stead of the Miguel, Azores, to
land pessengers for the Start & CO. 2 Bowling Green.

WHITE STAR LINE.

WHITE STAR LINE.

Adriatic..., Dec. 27, 9 a. m. | *Majestic Jan. 24, 7:30 a. m. Germanic... Jan. 3, 3 p. m. Germanic... Jan. 3, 1 p. m. Brüannic... Jan. 6, 7 a. m. Adriatic... Feb. 7, 6 a. m. Freutonic... Jan. 17, 2 p. m. Britannic. Feb. 14, 12:30 p.m. From Wilte Star Dock, foot of West 10thst.

Saloon rates. \$50 upp yrd. according to steamer and location of berth. Second salon on these steamers, \$35 and cation of berth. Second salon on these steamers, \$35 and \$10. Steamer and location of berth. Philadelphia office, 466 Walnut-st. Broadway, New York, Philadelphia office, 466 Walnut-st. H. MATLAND KERSEY, Agent.

HOLY LAND EXCURSIONS LEAVE A -HOLY LAND FAX: Nile steamers and Dahabeahs, Excursions and tickets to California, Florida, Sc. Ocean tickets, See Gazette, H. GAZE & SONS, 118 Broadway, N. Y. (Est. 1844.)

CUNARD LINE. CUNARD LINE.

TO LIVERPOOL VIA QUEENSTOWN.
Umbria. Dec 30, 11 a.m. Etruria. Jan 27, 10 a.m.
Gailia. Jan, 6, 3 p.m. Gailia. Feb, 3, 3 p.m.
Servia. Jan, 13, 920 a.m. Umbria. Feb, 10, 8:30 a.m.
Aurania. Jan, 20, 3 p.m. Servia. Feb, 11, 3 p.m.
From Pier 40, North River, foot of Carkson-st.
Cabin passage, \$50 and upward, Second cabin, \$35 and
upward, according to steamer and location.
Steerage cickets to and from all parts of Europe at
very low rates. For freight and passage apply at the
company's office. No. 4 Bowling Green, New-York.
VERNON H. BROWN & CO., General Agents.

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CLYDE LINE.

JACKSONVILLE and all Florida points.

JACKSONVILLE and all Florida points.

From Pier 29, E. R. (foot of Roosevelt-st.), 3 p. m.

YEMASSEE.

SEMINOLE Wednesday, Dec. 25

SEMINOLE Priday, Dec. 20

Monday, Jan. 1

Monday, Jan. 1

wM. P. CLYDE & CO., deneral Agent 5 Bowling Green, N. T. G. EGER, Gen'l Agt. 379 IF Way, N. Y.

A NEW AUSTRALIAN SERVICE,
CANADIAN PACIFIC RAILWAY.
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EV. SKINNER,
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NEW YORK—COLON

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Panama, South Pacific Central America,
Mexico and Culifornia,
VIA PANAMA RAILROAD.
Satings from Pier 34, foot of Canal-st.
CITY OF PARA.
Saturday, Dec. 30, noon
NEWFORT.
Wednesday, Jan. 10, noon
For freight, passage and general information apply to
the General Agents.
STAMFORD PARRY, HERRON & CO.
25 Broadway, or Pier 34, foot Canal-st., N. R.

COOK'S NILE STEAMERS.
Sailings from CAIRO for the first and second Catarracs of the Nile every few days during the season.
FARTIES FOR EGYPT AND FALESTINE.
leave New-York, January 4, 18, February 10, 17, 22 and March 3, 24.
CALIFORNIA AND MEXICO.
January 11, February 1 and March 1,
Herths, programmes and information from
THOS COOK & SON, 261 and 1, 1235 Herealway N. T.
Passenger agents for all Southern steamship lines. COMPAGNIE GENERALE Transatiantique.

FRENCH LINE TO HAVEE.

LA BRETAGNE Coller. Sat. Dec. 20, 10 a. m.
LA BOURGOGNE Lebosett. Sat. Jan. 6, 5 a. m.
LA GASCONE Santelli. Jan. 13, 9 a. m.
New York to Alexandria, Egypt, via Paris, trip valid 60
days: Pirst-class, 8160; second-class, 816.

A FORGET, General Agent. No. 3 Howling Green.

JAPAN-CHINA. OCCIDENTAL AND ORIENTAL S. S. CO.

| PACIFIC MAIL S. S. CO. | Steamers leave San Francisco: | CITY OF RIO DE JANEIRO | Dec. 28, 3 p. m. | GAELIU | Jan. 18, 3 p. m. | CITY OF PEKING | Jan. 18, 3 p. m. | Jan. 30, 8 p. m. | DELGIC | DELGI For freight, passage and general information apply to 343 Broadway, or 1 Battery Place, Washington Building, and 287 Broadway.

MEDITERRANEAN EXPRESS
LINE TO ALGIERS, NAPLES AND GENOA.

"Columbon, Jan. 4, 3 p. m. "F.Bism'k, Feb.1, 7:30 p.m.,
Normannia, Jan. 18, 2:30 p.m. Columbia, Feb. 10, 10 a. m.

"Columbia, Jan. 4, 13 Alexandria, Egypt, via Algiera
and Navies.

and Novies, and Alexandria description New-York Feb. 1, '94, to Gibraltar Algiers, Genoa, Aucceo, Alexandria in afro and Peramiles, Jaffa (Jerusalem), Smyrna, Constantinople, Athens, Malta, Messina, Palerino, Naples, Genoa, New-York, Duration, 65 days, Sena ter Blustrated Pemphlet and Travellers Guide, Stramers leave from Hamburg plers, Hoboken, N. J. HAMBURG-AMERICAN PACKET U.N. 45 BWay, N. X.

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MERON New York Wednesday, Priday and Saturday.
FOR TEXAS, GEORGIA AND FLORIDA.
Through tickets to all points in Texas, Colorado, Utah,
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Write for our Gl-page 1883 Manual (mailed free).
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West. W. L. GUILLAUDEU, Traffic Manager.

RED "D" LINE OF STEAMSHIPS,
FOR LA GUAYRA, PUERTO CARELLO, CURACAO AND MARACAHO, VIA CURAGO,
FROM PIERREPONT STORRS, BROOKLYN,
S. S. CARACAS, Thursday, Jan. 4, 1 p. m.
S. S. PHILADELPHIA Saturday, Jan. 23, 1 p. m.
These American steamers, built expressly for the trade,
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FOR MARACAHO—FREIGHT ONLY,
S. S. MARACAHO—FREIGHT ONLY,
General Managers, 135 Front-st,
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CANAMA LINE FOUR STEAMERS

General Managers, 133 Front-st.

S AVANNAH LINE, FOUR STEAMERS

WEEKLY from New Pier 25, N. B., foot of Spring at.

S. S. CITY OF EIRMINGHAM, Monday, Dec. 22, 22 nons

S. S. NACOGCHEE, Wednesday, Dec. 27, 3 p. m.

S. S. TALLAHASSEE, Friday, Dec. 29, 3 p. m.

Connecting with Central Railword Georgia and Savanah, Florida and Western Railway for all points in

GEORGIA, FLORIDA, SOUTH CAROLINA, ALABAMA

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Pler 35, North River.